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1. The extension and reconstruction of the communications system has been undertaken in Hungary as part of the five-year plan. In this work, military affairs received first consideration; economic considerations came second, and inland water traffic played only a third place role.
2. It was especially important to develop the communications from Karpatho-Ukraine (Uzhorod region) to the Yugoslav border. The emphasis in all technical communications activities is laid on eastern Hungary, in contrast to the western part. This was the reason for the building of the "Magistrale" (super-highway) Beregsurány-Nyiregyháza-Debrecen-Berettyóújfalu-Szeghalom-Békéscsaba-Tétkomplos-Makó-Szeged. (see map).
3. The Magistrale. - The second class highway between Beregsurány and Nyiregyháza has been reconstructed as a first class highway, with a stretch of entirely new construction between Gyulaháza and Baktalórántháza. From Beregsurány, with a branch road from there to Berehovo, through Vásárosnamény to Gyulaháza the road follows the route of the former second class road; from Gyulaháza there is a stretch of new construction south-southwesterly to Baktalórántháza, where it again picks up and follows the route of the old road through Apagy to Nyiregyháza, with the difference that it does not pass through Napkor. The bridge over the Tisza (Theiss) River at Vásárosnamény is a new one. It will support a weight of 60 tons, like all the other bridges and culverts along the route. The concrete road surface is eight meters wide and has paved shoulders on each side, 1.5 meters wide. The distance from Beregsurány to Nyiregyháza is 86 km.

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- 2 -

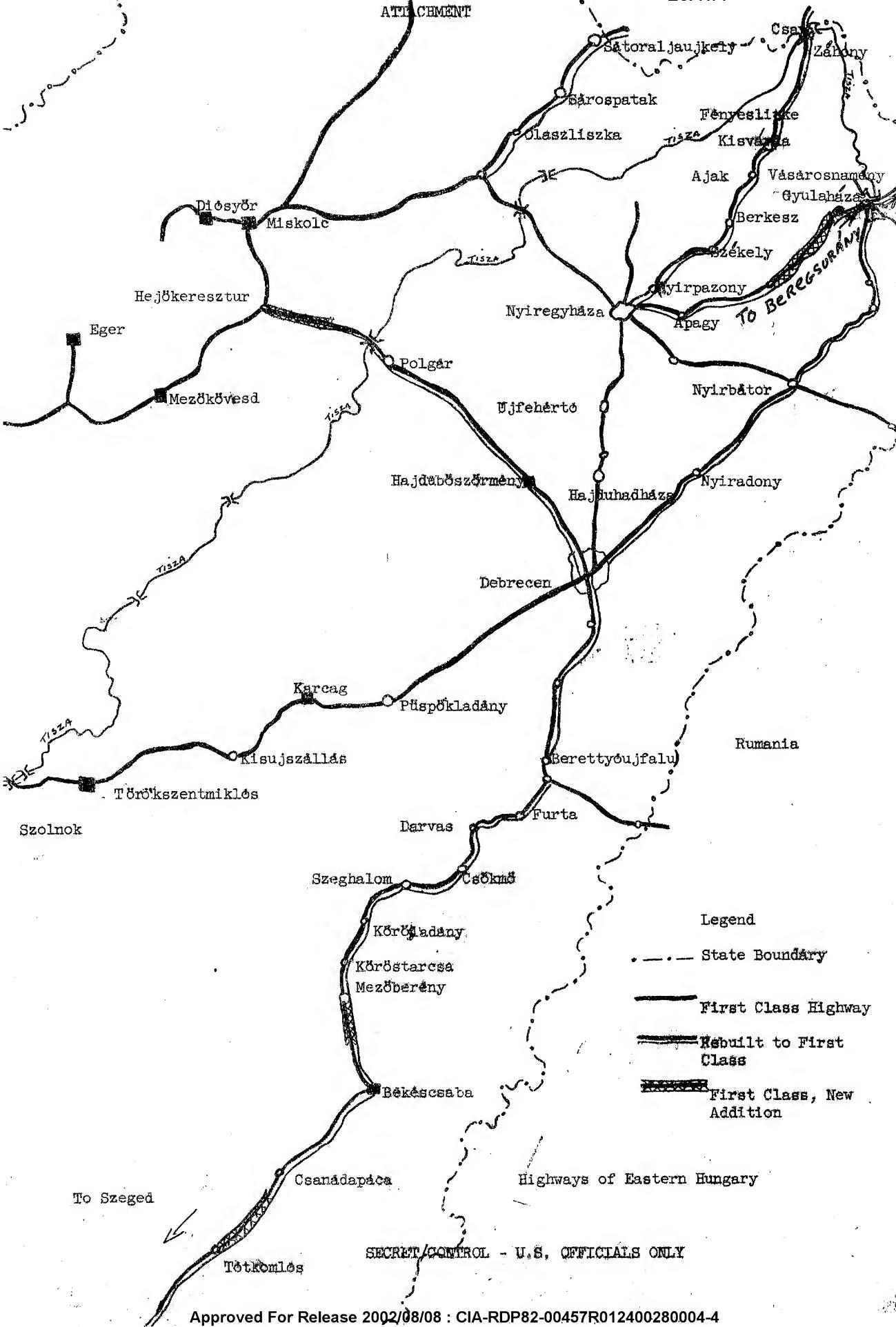
4. From the road described above, a rebuilt first class road follows the route of the former second class road out of Vásárosnamény through Fehérgyarmat, Mátészalka, Nyírbátor, Nyíradony, to Debrecen. The surface of this road is asphalted.
5. The formerly asphalted Nyiregyháza-Debrecen road was rebuilt of concrete in 1950-51 and widened to eight meters. It also has a 1.5 meter paved shoulder on each side. The length of this section is 56 km. It also will support a weight of 60 tons.
6. The road Nyiregyháza-Kisvárda-Záhony, has also been rebuilt as a first class road.
7. From Debrecen second class roads without uniformity of character led through Berettyóújfalu, Csókme, Szeghalom, Körösladány, Mezőberény, Békéscsaba, Csanádpádca, Tótkomlós, Makó, Kiszombér and Szőreg. These roads have now been unified and their surface rebuilt to first class roads. Completely new stretches were built between Mezőberény-Békéscsaba and Csanádpádca-Tótkomlós. The asphalt work between Szeged and Makó is also finished, leaving only the Makó-Tótkomlós stretch still being worked on, with 1 May 1952 set as the finishing date.
8. The road from Sátoraljaújhely, on the Czechoslovakian border, and Bodrog-Keresztur has also been rebuilt as a first class highway by changing the route. This road connects through Gálszécs with the Uzhord-Kosice road, which the Czechs rebuilt with concrete in 1949, so that the Soviet Union has another direct highway from Karpatho-Ukraine to the west by this route, through Miskolc and Budapest.
9. The second class highway, Debrecen-Hajdúbörzsöny-Polgár, Hejőkeresztur, has been rebuilt as a first class road; the last section into Hejőkeresztur, has been rebuilt as a first class road; the last section into Hejőkeresztur is entirely new. At that point this road connects with the Budapest-Miskolc express highway. A concrete bridge of 60 tons load capacity has been built over the Hejő stream. In this way Miskolc, Debrecen and Szeged are united by a modern through automobile highway.
10. The enclosed map shows the first class highway network in the eastern part of Hungary, east of the Tisza River.

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ATTACHMENT



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